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Hongkong, 14th June, 1890.



BY APPOINTMENT.

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A. S. WATSON & CO., LIMITED,
Hongkong, China, and Manila.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 23, 1890.

TELEGRAMS.

THE GERMAN ARMY.

LONDON, June 10th.
The Army Bill is meeting with great opposition, especially the increase in the pay of officers. The Liberals insist upon the two years service.

EAST AFRICA.

In reply to a question in the House of Commons, Sir James Fergusson said that whilst the Anglo-German negotiations were pending, the status quo in East Africa will be maintained.

Major Wissman has arrived in Cairo, and professes astonishment at the tone of Mr. Stanley's speeches.

WOMEN IN THE COUNTY COUNCILS.

The House of Lords has rejected a bill qualifying women to sit in the County Councils.

FRANCE AND EGYPT.

June 11th.

The French note to Egypt adhering to the conversion scheme insists on the proceeds of the conversion being applied to the increase of the Egyptian Army with the object of hastening the British evacuation.

M. Ribot, speaking in the Chamber of Deputies, said that France cannot allow England to establish herself in Egypt.

LOCAL AND GENERAL.

H.M.S. *Hyacinth* left Shanghai on the 16th inst., to join the British squadron at Nagasaki.

It is reported that the British flagship *Imperieuse* is under orders to shortly return to Hongkong to refit.

THERE will be Polo at Causeway Bay, at 5.45 p.m., to-morrow, and a match Military v. Civilians.

THE United States corvette *Alliance* is shortly expected here to reinforce the American squadron on this station.

THE British steamship *Sith*, Capt. Rowley, with tea from Hankow for Odessa, passed Chinkiang on Saturday, the 14th inst.

It is expected that the Siamese yacht *Vesatri* will probably be got off the shoal on which she struck the other week in the Klang Straits.

THE returns of the number of visitors to the City Hall Museum for the week ending June 22nd, are:—Europeans, 108; Chinese, 1,214; total, 1,322.

IT is notified in the *Government Gazette* that Mr. F. H. May has been appointed a member of the Board of Examiners, vice Mr. Alfred Lister resigned.

THE "Shire" liner *Glanorganshire*, tea-laden from Hankow for London, passed Chinkiang on the 13th inst. Her cargo consisted of 54,940 chests from Hankow and 2,000 chests from Kiukiang.

AN Emergency meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zetland Street, to-morrow, at 5 for 5.30 p.m. precisely. Visiting brethren are cordially invited.

Up to the 16th inst. the export to London and Odessa of goods from China according to the "Customs Daily Returns" amounted to piculs 180,257.90. In addition there were 1,579.90 piculs of tea dust.

THERE will be an emergency meeting of Zetland Lodge, No. 525, E.C., held in Freemasons' Hall, Zetland Street, on Thursday, the 26th inst., at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

SATURDAY'S *Gazette* contains the full text of *The Women and Girls' Protection Ordinance*, 1890. This is a most important bill, which should receive the greatest care and study from the members of Council.

A COOLIE caught within the precincts of H.M. Dock Yard last night, and who couldn't give a proper account of himself, was brought before Mr. Woodhouse this morning, and, failing to find a surety of \$10 for his good behaviour for six weeks, is committed for trial at the next Criminal Sessions.

A LARGE number of local investors interested in gold mining in the Straits Settlements are anxiously waiting for some further information re "Raub's" from the experienced pen of Mr. Henry Norman, who has had special opportunities of knowing something about this particular enterprise. Now, Mr. Norman, don't disappoint an expectant public.

We have received an advance copy of a new epic poem entitled "Don Juan's Grandson in Japan," with notes for the globe-trotter's benefit, which shall receive due attention from our critical stylists. The book has been printed in Tokyo, and is by a pawky Scotchman from "Aberdeen awa," who has already distinguished himself in several branches of literature.

THE Band of the Argyll and Sutherland Highlanders will play the following programme at the Officers' Mess, to-morrow evening, commencing at 8 o'clock:—

March, "On St. Patrick's Day" (Schubert).
The "Pirates of Penzance" (Sullivan).
Gigue, "The Pirates of Penzance" (Sullivan).
Selection, "La Fille du Tambour Major" (Offenbach).

THE "Rose, Shamrock and Thistle" tavern case was again before Mr. Robinson at the Police Court to-day. After hearing Mr. Wilkinson for the defence his Worship dismissed the charge, but ordered defendant to pay the costs. His Worship further stated that the insinuations made against the constable were ill-judged and carried no weight whatever.

THE *Japan Mail* of the 13th inst. says:—News has been received in Tokyo that Mrs. Levin nee Miss Mabel Parker has been killed by a fall from her horse. The deceased lady was only in her 24th year. She leaves two children. The sad event will be sincerely mourned by the whole foreign community in Japan, with whom the bright girl, so dearly loved by her illustrious father, was a universal favourite.

AN inquiry was held by Mr. Woodhouse this morning at the Magistrate's in the circumstances attending the death of Chinaman found drowned near Hungnam Docks at noon on the 17th inst. After taking the evidence of a friend of the deceased, who was bathing with him on the Hungnam beach and who stated that neither of them could swim and that the deceased suddenly got out his depth, his Worship found that the cause of death was accidental drowning.

THUS a native contemporary:—"According to usual custom, from the first day of summer the Emperor and the household live on vegetable diet. The directors of the Imperial household received on the 17th of this moon over 60 packages of fresh vegetables, the first of the season, wrapped up in yellow cloth, on each of which there were two dragons of blue colour, from the Farmer's Supply Association. They were carefully examined by the officials and found satisfactory."

THE *corps* conveying the remains of the late Macaulay Yang, a Chinese paper, has started from Peking en route for the native place of the deceased Minister, and may be expected at Shanghai soon. Taoist Neih, a relative of the late Marquis, has ordered the erection of a temporary mausoleum for the reception of the coffin, at the Kiangnan Arsenal, and according to Chinese custom, friends and relatives may pay their respects to the deceased by *how-how-ing* before the coffin.

SIX chests of opium found in a sampan lying off Kowloon-chai on Saturday night were seized by the police. It was packed in bags and had the appearance in the eyes of the "bobbies" of being smuggled. Shortly after the news of the seizure reached Hongkong the Optum Farmer got wind of it and sent off the usual permit, whereupon the drug was promptly given up to an Excise officer. The Kowloon police, however, had the boatman in the dock before Mr. Robinson this morning, and charged him under sub-section XXXIX of Ordinance VIII of 1879 with being unlawfully at anchor in the waters of the colony without a light after dark. The case was remanded until Thursday next at the request of Inspector Matheson.

TWO Chinese craft were upset in the harbour yesterday; one a passenger boat with 19 persons on board, the other a lime-boat with but four men all told. Mr. Grant Smith, who was passing Yau-mai in a launch at about 3 o'clock in the afternoon, saw the passenger boat capsize, and promptly steered for the Police Station at that place to call for assistance. The whole of the passengers, who were on deck at the time of the accident, were precipitated into the water and rescued promptly by sampans in the vicinity. Fortunately no lives were lost from either vessel. The reckless manner in which Chinese "crack" sail in equally weather and try to run before rather than "luff up" to the wind, makes it a matter of surprise that there are not more accidents of this kind to report from time to time.

THE inaugural dinner on Saturday to celebrate the opening of one of the wings of the new Peak Hotel was scarcely the success that was anticipated. Mr. Thomas had provided a first-class dinner, but owing to the uncertain weather and counter-attractions in town the attendance was limited. Those who faced the threatening elements, however, passed a very pleasant evening, although the fire-work display had to be postponed. A number of handsomely furnished bedrooms are now available in the Hotel, with every convenience and accommodation for visitors.

THE "Singapore Burgling Syndicate" are still improving the shining hour in spite of the police. The *Straits Times* of the 11th inst. says:—"Yesterday morning a small iron safe, believed to be one of the many carried off by the Burgling Syndicate, was found on the banks of a creek at Pulau Brani, by an officer stationed at the fort there. The police have now got the safe, and are prosecuting enquiries with a view to finding the owner. It may be noted that the safe is empty, and that in all likelihood, the contents have been distributed as a dividend amongst the syndicate shareholders."

TWO Europeans who were out for a sail in a "cockle-shell" yesterday morning narrowly escaped drowning, owing to their frail craft, which was under full sail, capsizing near the Messageries Maritimes' buoy during a heavy squall from the eastward. One of our staff, who happened to be crossing the harbour in a launch at the time, saw the whole affair and at once steamed up to the spot at full speed to render assistance, which, however, was not required, as by the time he arrived there a passing sampan had rescued the gentlemen from their dangerous position and saved their boat. Beyond a thorough ducking and the loss of their tiffin the yachtsmen, we are glad to say, appeared to have suffered but little from their sudden introduction to Neptune's element. In taking the will for the deed the boatists will no doubt excuse us for thus paragraphing the incident as a warning to others who may fancy sailing in cranky skiffs in squally weather.

THE Stanley Company tried a new line of country on Saturday night, eschewing opera bouffe and burlesque in favor of what used to be known as the legitimate drama. Dion Boucicault's once popular "Colleen Bawn" proved a great draw, the theatre being full in every part. With every desire to be most indulgent in our criticism, we feel bound to say that the drama is not the forte of Mr. Stanley's combination, but very much the other way. They shine most in burlesque, and are passably good in opera bouffe, but can scarcely pass muster in a place like Hongkong, where many of our amateurs are better than the ordinary brand of travelling professionals, in heavy melodrama. "The Colleen Bawn," as a stage production, is too well known to require a single word of explanation, and so we won't waste our time and that of our readers in repeating the adventures of *Eily O'Connor* and her thundering band of a lover, *Hardress Craig*, or even the fellow *Myles na-Coppalen* *Danny Mann*, *Father Tom*, and the other originals through the exciting series of adventures which ultimately lead up to the usual happy denouement. And it is hardly worth while attempting a critical analysis of a performance in which the whole of the cast, too only excepted, were dreadfully over-weighted. Mr. H. Stanley obtained a reputation for his *Myles na-Coppalen* years ago, and the old actor conclusively showed on Saturday night that he had not forgotten his art. The impersonation, if in parts conventional, was full of good points, and although Mr. Stanley is not in quite a flyer as a vocalist he got through his Irish ditties and jigs with flying colors. The *Corrigan* of Mr. T. Empson was in every respect satisfactory, the scheming and unscrupulous Irish attorney of the old days was portrayed to life, and with all the skill of the practised actor. Owing to the indisposition of Mr. H. Pyne the part of *Hardress Craig* was allotted to Miss Amy Childs. The young lady struggled hard, and was warmly encouraged for her rendering of "Come back to Erin," but she was out of her element, and neither looked the character nor acted it. Miss L. Schlerka is far too young an *artiste* to be able to do justice to a trying *role* like that of *Eily O'Connor*, but she nevertheless worked conscientiously, and made a very pretty Irish girl. Miss Fanny Stanley's *Anna Chute* was a rather colorless sketch, and we regret that we cannot compliment Mr. Driscoll for his *Danny Mann* or Mr. Fletcher for his *Father Tom*. The minor parts were adequately filled, and the staging and dressing of the piece left little to be desired. As usual, the orchestra rendered most valuable aid. To-night the Company will produce *Gilbert and Sullivan's "Pirates of Penzance."*

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. Justice Wise.)

ANOTHER CHARTER-PARTY CASE.

Yik Ling Tai sued Messrs. Lants and Haeeloo, of Swatow, for \$775, due for failure to carry out a charter-party. Mr. Mossop appeared for the plaintiff, and Mr. Gedge (for Messrs. Johnson, Stokes, and Master) represented the defendants.

THE case was commenced on Thursday last, when it was stated that the plaintiff chartered the steamer *Piccola* from the defendants, through Mr. Lamke, for \$5,500. She was to load beans at Newchwang, for Hongkong. Mr. Lamke told plaintiff that 19,000 piculs could be loaded within the bar. When she had taken in 17,200 piculs, however, Captain Nielsen stopped the loading, being afraid that she would not cross the bar. Plaintiff therefore claimed damages in respect to the other 1800 piculs.

For the defence T. Nissen, master of the *Piccola*, said it was very early in the year to be in Newchwang; the port was open unusually early. On the day we left the tide on the bar was 17 feet. That was about 6.30 p.m. We had loaded to 16 ft. 6 in. The order I got from the pilot was 16 ft. 4 in. I knew we had not a full cargo when we left. I did not know the quantity, but I had an idea it was about 17,000 piculs. The plaintiff's agent said I should have to leave that day. I took all the cargo that was brought to me; I did not refuse any. It is not a fact that there was any cargo boat alongside with cargo. I did not see the supercargo, but I would beat him if he loaded any more. Only told him to load the ship down to 16 ft. The agent never said I ought to take more cargo. If I had stayed a few days more I should have been able to take more cargo, but the agent told me to leave that day and get down to Hongkong as quickly as possible. It is untrue that ever I asked for a present from the plaintiff.

Mr. Gedge urged that the contract laid down that the vessel should load "about 19,000 piculs," and therefore left a margin for contingencies such as that which arose.

On the case being resumed this morning, Mr. Lamke, broker, said that at the time the charter party was drawn up nothing was said about the vessel taking 19,000 piculs over the bar at Newchwang. There was something said about it, but in the end plaintiff said "Oh I know what she can carry—I've chartered her before." Witness voluntarily added to the charter that she should take about 19,000 piculs, but gave no absolute guarantee.

After addresses by Mr. Gedge and Mr. Mossop His Lordship, in giving his decision, said the charter set out that 19,000 piculs could be loaded inside the bar, and it was shown that only 17,200 were loaded. On the plaintiff's part it was contended that the words "of which 19,000 piculs can be loaded inside the bar" &c., were words of contract and guarantee. On the other hand the defendants submitted that that was simply a phrase of expectancy. Most of the arguments of counsel had been directed to that point, but it seemed to His Lordship that it was not at all necessary for him to decide whether they were words of expectancy or guarantee. He was bound by the evidence alone. The captain had said that when he left Newchwang he had not a full cargo, but the charterer's agent ordered him to leave. That absolved the owner of the ship from any liability for damages. The captain's evidence might be true or not, but it was uncontradicted—he said the charterer's agent sent him away knowing he had not a full cargo, and added that he might have filled up if he had waited. If the agents had been called it might have been different—they might have contradicted that statement, but under the circumstances judgment must be given for the defendants, with costs.

IN ORIGINAL JURISDICTION.

(Before Mr. Justice Clarke, Acting Chief Justice.)

SETTLED.

The Attorney-General (Mr. W. Goodman) announced that in the case of *M. D. Stephens v. The Crown* he had been able to arrange terms of compromise with the plaintiff. He had the advantage, which the Crown had previously occupied his position during the existence of the case had not, of ascertaining the facts more clearly, by the examination of Mr. Stephens personally, in open Court. That, he thought, justified him in departing from the course taken by previous Attorneys-General, and in counselling the payment of \$3,000 in compensation, by adding \$300 to the amount previously offered, each party paying their own costs.

His Lordship expressed his satisfaction at the arrangement come to, which seemed to him very reasonable.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. There were present:—His Excellency the Officer Administering the Government (Mr. F. Fleming); the Acting Colonial Secretary (Mr. W. M. Deane); Mr. S. Brown, Surveyor-General; Mr. W. M. Goodman, Attorney-General; Mr. H. E. Woodhouse (Acting Colonial Treasurer); Mr. N. G. Mitchell-Innes, Acting Registrar-General; Messrs. P. Ryrie, A. P. MacEwen, C. P. Chater, J. J. Keswick, Ho Kai (unofficial members), and Mr. F. A. Hazeland, Acting Clerk of Councils.

MINUTES.

The minutes of the last meeting were read and confirmed.

MR. LISTER.

His Excellency regretted to state that Mr. Lister, the Colonial Treasurer, had applied a short time ago for a month's leave, on the ground of sickness, which had been accorded. But it being undesirable that such an important office should be vacant for even such a short period, he had appointed Mr. H. E. Woodhouse, who had previously held the acting position, to again fill it.

Mr. Woodhouse then took the oath.

THE TYPHOON TELEGRAMS.

The Acting Colonial Secretary moved that a vote of \$5,884, recommended by His Excellency, be referred to the Finance Committee. The object was to provide telegraphic communication between the Observatory and the offices of the Telegraph Company in Hongkong, and between the Peak Signal Station and the Central Police Station.

His Excellency left the details to be explained in Finance Committee.

THE LIGHTHOUSE REVENUES.

Mr. Ryrie—I gave notice at the last meeting of some questions. Your Excellency is perhaps unaware that the light dues of this Colony, having been increased, have taken up the attention of the Chamber of Commerce, and it is merely following a suggestion thrown out by my friend opposite (Mr. McEwen) that we should have a Lighthouse Board. The Governor, who is now absent, said it rather took him by surprise, but he would consider it. Probably his bad health just before he left prevented him from doing so. To enable the Chamber of Commerce to communicate with the Government on the matter, they are anxious to have this information. That is the *raison d'être* of my questions, which are as follows:—

- (a) A return of the cost of the completed Lighthouses of the Colony.
- (b) The yearly expenditure for upkeep, wages and material, from the date of their completion to the 31st December, 1889.
- (c) A return showing the receipts from "Light dues" from the time of their imposition to the 31st December, 1889.

I think the subject does not call for much remark, but it is only natural that people extensively engaged in shipping matters should take such action—they would like to know what is doing, what has been expended, and which will be expended in future.

Mr. MacEwen seconded the question. His Excellency—I may inform the hon. member that the information he desires will be laid on the table by the Colonial Secretary. As for the reasons which have prompted the question I know nothing of them. I can only say with regard to that or any other matter the Governor has given his attention to, or in connection with which there is any correspondence, that it will be my duty to follow up what has been done by him previous to his departure. I did not myself know the reason why the question was asked, and therefore I am not in a position to express any opinion as to whether that reason is good or not.

The Acting Colonial Secretary stated that the cost of construction of the buildings and apparatus, amounted to \$39,000; repairs and salaries \$100,000; and nearly \$200,000 for incidental works, making a total of \$339,000. On the other hand the receipts had been \$341,696.

Mr. Ryrie—Thank you.

THE MAGISTRATES BILL.

The Council resumed Committee on the Magistrates' Bill. At the instance of Mr. Attorney-General a clause was introduced bringing petty forgery, limited to \$50, within the jurisdiction of the Magistrates.

MORE GRANDMOTHERLY LEGISLATION.

The Attorney-General, in moving the second reading of the Bill entitled "An Ordinance to amend and consolidate the law relating to the protection of women and girls," spoke at considerable length. His remarks will be given to-morrow's issue.

MR. CHADWICK ON THE DRAINAGE OF THE LOWER WESTERN AND CENTRAL DISTRICT OF VICTORIA.

Mr. Osbert Chadwick report as follows to the Colonial Secretary:—

The area, the drainage of which I now propose to discuss, is the zone between the Harbour and Caine Road, bounded to the west by Slaughterhouse Point, and to the east by the Cricket Ground. It includes:

- District No. 1 Sheklongau
- No. 2 Sai Ying Poon
- No. 3 Tai Pingshan
- No. 4 Cheung Wan
- No. 5 Choon Wan

It therefore contains the bulk of the Chinese population.

2. In a previous report it was recommended that the sewerage-system of the High-level District should be completely distinct from that of the lower districts.

The problem now to be solved is:—

- (a) The removal of the sewage from the lower zone, with the rain which falls upon it, to the sea.
- (b) The conveyance of storm-waters from the hill-sides above, through the district, to the sea.

3. The present arrangements for the sewage and storm-water of this district are practically those described in my report of 1882.

Briefly, the practice has been to cover in natural storm-water channels and connect to them branch-drains, conveying both sewage and storm-water. In many cases both main and lateral drains are in very bad condition.

4. In the report on the sewerage of the high-level district the objections to the use of storm-water channels for the conveyance of sewage, were fully set forth. These objections apply with even greater force in the case of the low-level district, where, in many places, the storm-water channels are nearly level and accumulate, not only sewer-tainted air, but also sewage deposit.

5. The methods for the improvement of the drainage of this, and other districts, suggested in my report of 1882, have not been tried. This is fortunate, for my subsequent experience leads to the conclusion that they would not have remedied, completely, the evils which existed then, and which exist still.

6. As regards the construction of the branch-sewers no appreciable improvement has taken place. With a few exceptions, any extension that has been carried out, have been made upon no definite principle. It will now be necessary to re-sewer the whole district with earthenware pipes; and to divert the sewage proper, or dry-weather-flow of the sewers from the storm-water channels, which are not, and cannot be made, suitable for its reception. The existing stone-channels, therefore, should revert to their legitimate use; the conveyance of storm-water from the surface of the district, and from the hills above it.

7. The first question that must be discussed is the number and position of the sewer out-falls, the sewerage of Victoria. When the system of self-cleaning sewers is complete, the sewage will be delivered into the harbour fresh, before putrefaction has commenced, assuming always that the house-drains are in order. In this condition, sewage is comparatively inoffensive, and is readily consumed by marine organisms, great and small.

8. The following are the leading considerations which rule the selection of position for sewer out-falls. The sewage should be delivered into water, not less than six feet deep, at extreme low water, and at a point where there is an uninterrupted flow of tide; so that the effluent may be removed and diluted as quickly as possible. For this reason, salient angles are preferable to re-entering as the position of out-falls.

9. The existing Praya affords a very considerable range of choice, as to the position of out-falls. When the new reclamations are complete and the extraordinary irregularities in alignment, which disfigure the existing Praya, have disappeared; one position will be very nearly as good as another. Therefore there will be no necessity for constructing costly intercepting-sewers, to conduct the sewage to one or two great out-falls. Indeed, under the system, the sewage is wholly intercepted and carried, as quickly as possible, to a depth of about three feet below the surface of the land, to an out-fall to Sulphur Channel, opposite Green Island, or to North Point; no appreciable benefit will result from its concentration, to any one out-fall. Such complete interception cannot be effected, unless a considerable portion of the sewage is pumped; for the strip of land, between the Queen's Road and the Praya, is practically level; and no sewer, having a gradient sufficient to establish a self-cleaning velocity, could be constructed, so as to convey the whole sewage, by gravity, to such a distant out-fall.

10. The complete interception of the sewage, from the harbour-frontage, would be exceedingly expensive, both as to first cost and maintenance. It would not effect any appreciable improvement in the sanitary condition of the city; nor, considering the mass of vessels which frequent the Praya and the garbage which they throw overboard, would the amenity of the place be increased. The Praya is not a promenade; nor is Victoria a bathing place. The cost of complete interception cannot, therefore, be justified; by any corresponding advantage, and should, not, therefore, be incurred; until, at least, the experience has demonstrated the inaccuracy of this conclusion.

11. Were the existing Praya the permanent sea-frontage of the city, it would be necessary to carry out the sewage out-falls by means of iron pipes, laid at the bottom of the sea into deep water, and to a distance of from 50 to 100 yards from the shore, so as to be clear of tiers of vessels which throng the wharf; and check the flow of the tide. But it has been decided that the Praya is to be advanced by about 280 feet, and the rubble-bank on which the new wall will stand will be in 25 to 30 feet of water. It is also intended that the wall itself shall be carried down, vertically, to a depth of about three feet below low-water spring-tides. The three-foot bank will always be covered with water. The increased depth, the improved alignment of the new wall, together with the construction of the water-way, caused by the advance of the Praya, will most probably produce an improvement in the tidal current, along its front. When the new works are complete, it will be sufficient to carry the out-fall, to the edge of the berm of rubble, on which the wall is founded, or so far beyond it as to reach a depth of six feet at low water spring-tides. By using cast-iron pipes with ball-and-socket joints, a further extension may at any time be made.

12. During the progress of the Reclamation Works, the sewage should be carried out to the new line of sea-wall, by means of temporary wooden shoots, supported on piles. In arranging the levels of the sewers, the position of the out-fall and the level of the sewers, has been selected, in accordance with the proposed alignment of sea-wall.

13. The Harbour, being accepted as the destination of the sewage, the only reasons for limiting the number of out-falls are to save cost in their construction; and to make sure that sufficient sewage will flow through each, to keep it clear of deposit.

14. The invert of the main-sewers should be laid not lower than \$2.75 feet above Ordnance Datum, at the point where the sewer passes through the new Praya-wall. Now mean sea-level is 2.69 feet above Ordnance Datum; so that the invert of the sewer will be 0.06 below mean sea-level. As the out-fall sewers will be not less than 1' 6" in diameter; and when the water in the harbour stands at mean sea-level the middle of the sewer-pipe will be only about two inches under water. Now mean sea-level means the average level of the sea, as obtained by adding together the height thereof recorded, every hour, for a whole year or more, and dividing by the number of observation. By thus fixing the centre-line of the main-sewer, at or near to mean sea-level, it is certain that the pipe will be free from sea-water, for nearly one-half of every day, month or year, and that the sewage will flow freely through the sewer, and cleanse it from deposit.

15. It has to be remembered that the normal dry-weather flow of sewage will only fill the sewer to a depth of perhaps one-fourth or one-third of its diameter. At high water, the sea rises above the top of the sewer, and fills it completely. The stream of sewage then occupies the whole area of the sewer, and its velocity is reduced; so that deposit may take place. If the sewer were laid lower, say at low-water spring-tides then it would only be free from sea-water, and thus in a position to establish a proper velocity, for a few hours each month; and thus the probability of deposit would be much greater.

the quantity which the collectors can carry, will escape to the storm-water channel. So, when the secondary collectors join the main-sewers, other storm-overflows will be provided. By these means, the main trunk may have a carrying capacity much less than the sum of those of the branches, and the evils attending large sewers may be avoided. In short, the system at its commencement, will be "combined," receiving both rain water and sewage, in the course of the collecting and out-fall sewers, more and more of the rain-water will escape by storm-overflows; till the out-fall-pipe will carry the dry-weather sewage only.

27. The sewers will be provided with man-holes, at all junctions and changes of direction; so that there will be complete access to the sewer for the purpose of inspection; and for the removal of casual obstructions.

28. In a report on the sewerage of the High-level District the principles of sewer-ventilation have been fully discussed. The same principles apply to the lower district also. When practicable it will be well to carry up ventilating pipes above the roofs of the houses, care being taken that these elevated ventilators are as inconspicuous as possible. It must always be remembered that the real remedy for stenches from ventilating openings consists in self-cleansing sewers, good house-drainage properly used, with a liberal water-supply; and not any elaborate or complicated system of ventilation.

29. The existing storm-water channels should be utilised to the fullest extent for carrying off rain-water. It is probable that the greater number of these will require little more than the usual repairs.

30. In the lower parts of the town, however, the storm-water channels will, in many cases, require renewal; on account of the new Praya works. When this is the case, care must be taken to raise the invert of the channel to the highest practicable level, consistent with sufficient discharging capacity. The object of raising the invert is two-fold: firstly to give a good gradient across the new reclamation, and secondly to make the outlet as high as possible, so that the storm-water channel may be free from tide-water for as long a daily period as possible. This is desirable, for the reasons set forth, when discussing the question of sewer-outlets. An elevated invert also facilitates construction, as it increases the time that the foundation is uncovered by the tide. To give the necessary sectional area, to the storm-water channels, they should be made wider and shallower than has, hitherto, been usual. To this end also, the covering of the channel will be most conveniently made flat, or concrete supported on iron girders; or iron or steel trough-plates; the concrete forming the roadway.

31. A storm-water channel, on this principle, is now under construction in Jubilee Street, the covering being carried on old rails, returned from Tylam and Wai. The reconstruction of this channel was undertaken, because the old one ran under the site of the Central Market.

32. It will be well, in order to save expense, to reduce the number of storm-water channels, which cross the reclamation, to the minimum, consistent with sufficient discharging capacity. The construction of the proposed sewers will allow of the abandonment of many of the minor outlets, which now exist along the Praya; and which serve as out-falls for both sewage and rain-water. The sewage will be intercepted by the proposed sewer, which will have sufficient capacity to carry the rain-water to the nearest storm-over-flow, where it will escape to the storm-water channel.

33. It will be well to keep the cost of altering or reconstructing the storm-water drains separate from that of the sewerage-system proper. Minor alterations and repairs may be, legitimately, charged to the usual vote—Main Drainage and Sanitary; whilst alterations, on account of the new Praya Reclamation, will be properly charged to that undertaking.

34. Inasmuch as dirty water is often thrown into the side-channels of the streets, and the rain-water which flows down them, at the commencement of showers, is little better than sewage, traps and pulleys should be provided in them, in connection with the sewers, in addition to the ordinary pulleys, communicating with the storm-water channels.

35. When the proposed works are complete, there will be no objection to the use of water-closets, by those who desire to do so: provided always, that proper appliances for flushing are used in connection with them. The introduction of water-closets will be a great boon to the European community; for, as the proportion of the community increases, there will be more and more difficulty in having hand-removal, properly carried out.

36. I do not contemplate the introduction of the water-carriage system, universally, as I do not consider that the population generally is ready for it, notwithstanding its superiority to any other. In Hongkong, moreover, the facilities for complete and efficient hand-removal, which exist in China, do not exist; as there is no extensive area of agricultural land in the vicinity of the town. If water-closets are largely introduced in European houses, their use may spread to the Chinese also.

37. Where this case, complete diversion of the sewage might perhaps become desirable. In the preparation of the present project, regard has been had to the possibility of meeting such a demand. The proposed arrangements are such, that this could be effected without material alteration of the general project.

38. It is unnecessary to go into the details of the arrangements for complete interception. The most convenient and economical means of doing this will be to lay a cast-iron pipe along Queen's Road and Praya, working under pressure, with branches carried up the side-streets, to intercept the sewage at sufficient elevation to carry it, by gravity, to desired out-fall. The sewage of the district below this elevation, must be pumped into this main. The pumping could be effected by hydraulic motors, established at the proposed out-falls, worked by water from the water-works, or by water under still higher pressure, supplied from some central pumping station, and which would also be available for working hydraulic cranes.

39. The estimated cost of the district now under consideration, is as follows:—
34,454 yards of sewer varying from 21 to 61 in. diameter, principally 9" \$105,094.65
Man-holes, ventilators, street-gulleys, and syphons for flushing the storm-water channels 32,012.00
Flushing tanks, &c. 5,000.00
Out-falls 3,000.00

Total \$145,106.65

40. This sum does not include the cost of making connections to house-drains; as this is, for the present, done by the house-holders. It is most desirable that the actual connection should be made, and the trap fixed, by the Drainage Department. The discussion of this question, however, involves the consideration of the whole subject of house-drainage, which is so important that it will be dealt with in a separate report.

41. The works described in this report may be completed in three years, from date of order to commence. Pipes, etc. are in stock, and the value of about \$50,000, which will be available for the work.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

The following is the report for the presentation to the shareholders at the third ordinary annual meeting, to be held at the Chamber of Commerce Room, City Hall, on Saturday next, the 28th inst., at 12 o'clock, noon:—

The directors have now to submit to the shareholders their report with a statement of account for the year ending 31st December, 1889.

ACCOUNTS.

The total receipts for the 12 months are \$219,344.24 and the net profits after paying expenses and all charges amount to \$49,718.41 from which have to be deducted:—

Interim dividend \$42,500.00

leaving a balance to be the credit of profit and loss account \$ 7,218.41

The profit and loss account shows a credit balance of \$421,341.33 which arises from the net profit derived by sale of the P. & O. West Point property, also by sale of two pieces of reclaimed land at West Point and the estimated value of the balance of land on hand, which together with \$7,218.41 from working account makes a total of \$428,559.74

From this have to be deducted:—
Directors' fees \$6,000
Auditors' 500

\$6,500.00

leaving a balance of \$422,059.74 from which it is proposed to pay a final dividend of \$2 per share, making a total of \$400,000.00

The gross receipts show an increase of \$16,800.15 (principally storage) over the previous year, but on the other hand the expenses were heavier, owing mainly to the native staff having been increased at the latter end of 1888.

Last year's working was also credited with \$22,500 interest, which disappears in the present account as the mortgage of \$375,000 on the West Point property was paid off and the amount returned to shareholders in consequence of the reduction of capital.

The system of working at Kowloon has been thoroughly reorganised, and this, together with the legal and other expenses incidental to the reduction of Capital, have necessitated some extra expenditure.

KOWLOON PROPERTY.

The Company's Kowloon property has been subdivided in the accounts and the land and buildings now stand at \$1,158,263.64, the area of the land being as follows:—

Marine Lots 501,000 sq. ft. of which 20,000 is built on.
Total 1,158,263.64

The rain storm of 29th and 30th May unfortunately occasioned some damage to the Kowloon godowns, and cargo on storage, and the large item for claims this year is in a great measure due to this calamity.

WEST POINT PROPERTY.

The lease of this property expires on 30th June and the directors are negotiating for a section of it at a reduced rental.

LAUNCHES, LIGHTERS, &c.

The whole of the company's floating stock has been overhauled and is now in a thorough state of repair.

The directors have decided to sell either the Kowloon or Heron, the former having been withdrawn from the Ferry service on account of satisfactory arrangements having been made with the Steam Launch Co. and Mr. Dorabjee Nowrojee for a service of launches every quarter of an hour between Pedder's wharf and Kowloon Godowns.

DIRECTORS.

Messrs. St. C. Michaelson and L. Poesnecker retire in rotation according to the articles of association, but, being eligible, offer themselves for re-election.

Messrs. N. A. Siebs and E. A. Solomon resigned on leaving the colony and Messrs. H. Hoppius and D. R. Sassoon respectively have been invited to fill their places.

The Honorable A. P. MacEwen on his return to the colony was invited to assume his seat at the Board. The appointment of these gentlemen requires confirmation.

AUDITORS.

Messrs. G. S. Cowan and T. I. Rose have audited the accounts now presented, and the directors recommend these gentlemen for re-election.

Mr. Edward Osborne has been appointed Secretary and Manager in the place of Mr. Isaac Hughes resigned.

J. J. KESWICK, Chairman.

Hongkong, June 21st, 1890.

BALANCE SHEET, 31ST DECEMBER, 1889.

CAPITAL ACCOUNT.

Assets.

To value of Kowloon property as per report \$1,158,263.64

To value of Kowloon (P. & O.) property as per last report 87,743.08

To rolling stock 58,272.86

To value of Kowloon property at date, as per last report 1,158,263.64

To land and buildings 501,000 sq. ft. and 214 acres 1,158,263.64

To land and buildings 501,000 sq. ft. and 214 acres 1,158,263.64

HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

CONTINUATION OF CLEARANCE SALE.

GREAT BARGAINS, IN ALL DEPARTMENTS.

PREVIOUS TO ALTERATIONS TO PREMISES.

HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ C. Co., Ltd.)

Hongkong, 23rd June, 1890.

By balance from last account	\$ 4,251.85
By wharfage, at rate, landing expenses, &c.	203,440.00
By commission on cargoes godowns	3,168.85
By interest	2,071.62
	\$ 208,862.32
By profit on sale of West Point (P. & O.) property	\$ 71,563.03
By West Point property and reclamation account	358,738.48
Less preliminary expenses	474,491.51
By working account	3,037.11
	\$128,562.74
EDWARD OSBORNE, Secretary.	

LATE TELEGRAMS.

WASHINGTON, June 2nd.

Senator Morrill, speaking in the Senate, favored the upholding of the double standard, though if the single standard was accepted he would prefer it to be gold.

LONDON, June 3rd.

Giant Bri an, Italy, and Russia have notified their approval of the Egyptian conversion scheme. Mr. Stanley speaking at a banquet at the Fishmonger's Hall last night inveighed against the abandonment by Great Britain of her commerce in East Africa in favor of Germany, and urged that a deputation from the city should wait upon Lord Salisbury to impress upon him the necessity for maintaining British rights in that quarter.

SOFIA, June 3rd.

The associates of Major Panitza who were acquitted at the court martial have been expelled from Bulgaria.

WASHINGTON, June 3rd.

Senator Pugh speaking in the Senate to-day favored free, unlimited, and compulsory coinage of gold and silver.

CHINA COAST METEOROLOGICAL REGISTER.

22nd June, 1890.—At 4 p.m.

STATION.	Barometer.	Thermometer.	Humidity.	Wind.	Weather.	Remarks.
Whitlock	29.85	78.0	85	SW	B	
Tokyo	29.85	78.0	85	SW	B	
Nagasaki	29.85	78.0	85	SW	B	
Shanghai	29.85	78.0	85	SW	B	
Yokohama	29.85	78.0	85	SW	B	
Manila	29.85	78.0	85	SW	B	

33rd June, 1890.—At 4 p.m.

STATION.	Barometer.	Thermometer.	Humidity.	Wind.	Weather.	Remarks.
Whitlock	29.85	78.0	85	SW	B	
Tokyo	29.85	78.0	85	SW	B	
Nagasaki	29.85	78.0	85	SW	B	
Shanghai	29.85	78.0	85	SW	B	
Yokohama	29.85	78.0	85	SW	B	
Manila	29.85	78.0	85	SW	B	

The barometer has fallen in the north. Conditions are moderate for south winds. Cloudy, warm and wet weather prevails.

Barometer reduced to level of the sea in fathoms, tembs and hundredths. 1.—Temperature in the shade in degrees Fahrenheit. 2.—Humidity in percentage of saturation. 3.—Direction of the wind to two points. 4.—Force of the wind according to Beaufort scale. 5.—State of the weather. 6.—Time of day. 7.—Direction of the wind to two points. 8.—Force of the wind according to Beaufort scale. 9.—State of the weather. 10.—Time of day. 11.—Direction of the wind to two points. 12.—Force of the wind according to Beaufort scale. 13.—State of the weather. 14.—Time of day. 15.—Direction of the wind to two points. 16.—Force of the wind according to Beaufort scale. 17.—State of the weather. 18.—Time of day. 19.—Direction of the wind to two points. 20.—Force of the wind according to Beaufort scale. 21.—State of the weather. 22.—Time of day. 23.—Direction of the wind to two points. 24.—Force of the wind according to Beaufort scale. 25.—State of the weather. 26.—Time of day. 27.—Direction of the wind to two 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Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—195 per cent. premium, sellers.
 Union Insurance Society of Canton—\$98 per share, sellers.
 China Traders' Insurance Company—\$70 per share, sellers.
 North China Insurance—Tia. 340 per share, sellers.
 Canton Insurance Company, Limited—\$125 per share, sellers.
 Yangtze Insurance Association—Tia. 84 per share, sellers.
 On Tai Insurance Company, Limited—Tia. 150 per share, sellers.
 Hongkong Fire Insurance Company—\$357½ per share, buyers.
 China Fire Insurance Company—\$84 per share, buyers.
 Hongkong and Whampoa Dock Company—\$56 per cent. premium, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$37 per share, buyers.
 China and Manila Steam Ship Company—103 per share, buyers.
 Hongkong Gas Company—\$135 per share, sellers.
 Hongkong Hotel Company—\$180 per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$201.
 Indo-China Steam Navigation Company, Limited—25 per cent. dis., sellers.
 Douglas Steamship Company—\$54 per share, buyers.
 China Sugar Refining Company, Limited—\$167 per share, sellers.
 Luxon Sugar Refining Company, Limited—\$87 per share, buyers.
 Hongkong Ice Company—\$95 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$80 per share.
 Hongkong Dairy Farm Co., Limited—\$10 per share, sellers.
 A. S. Watson & Co., Limited—\$21 per share, buyers.
 Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—11 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—\$110 per share, sellers.
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
 Pungim and Sanghale Samantian Mining Co.—\$3 per share, sellers.
 The Royal Gold Mining Co., Ltd.—\$21 per share, sellers.
 The Balmoral Gold Mining Co., Limited—\$131 per share, buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$75 per share, sellers.
 Tonquin Coal Mining Co., Ltd.—\$35 per share, sellers.
 The Hongkong High-Level Tramway Co., Limited—par, buyers.
 The East Borneo Planting Co., Limited—\$20 per share, sellers.
 H. G. Brown & Co., Ltd.—\$45 per share, sellers.
 The Sengle Koyah Planting Co., Ltd.—\$20 per share, sellers.
 Cruickshank & Co., Ltd.—\$40 per share, nom.
 The Steam Launch Co., Limited—nominal.
 The Austin Arms Hotel and Building Co., Ltd.—50 per cent. dis., sellers.
 The China-Borneo Co., Ltd.—\$17 per share, buyers.
 The David Bay Trading Co., Ltd.—\$8 per share, nominal.
 The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.
 The Green Island Cement Co.—\$28 per share, sellers.
 The Hongkong Land Investment Co., Ltd.—\$87 per share, sales.
 The Hongkong Electric Light Co., Ltd.—\$51 per share, sellers.
 Geo. Fenwick & Co., Limited—\$22 per share, sellers.
 The West Point Buildings Co., Ltd.—\$35 per share, sellers.
 The Peak Hotel and Trading Co., Ltd.—\$10 per share, sellers.
 The Labuk Planting Co., Ltd.—\$17 per share, nominal.
 The Lamag Planting Co., Ltd.—\$15 per share, nominal.
 The Telebu Mining and Trading Co., Ltd.—\$44 per share, sellers.
 The Selama Tin Mining Co., Ltd.—\$21 per share, sellers.
 The Shamcen Hotel Co., Ltd.—\$5 per share, nominal.
 The Kowloon Land Investment Co., Ltd.—\$17 per share, sellers.
 The Trust and Loan Co. of China and Japan—\$121 per share, sellers.
 The Hongkong Marine, Limited—par, nominal.

EXCHANGE.
 ON LONDON.—Bank, T. T.3/3½
 Bank Bills, on demand3/3½
 Bank Bills, at 30 days' sight3/3½
 Bank Bills, at 4 months' sight3/3½
 Credits at 4 months' sight3/4½
 Documentary Bills, at 4 months' sight3/4½

ON PARIS.
 Bank Bills, on demand4.19
 Credits, at 4 months' sight4.27
 On Demand22½

ON SHANGHAI.
 Bank, T. T.7½
 Private, 30 days' sight7½

Shipping.

ARRIVALS.

AFGHAN, British steamer, 1,493, Thos. Golding, 21st June, Kobe, via Mogi 16th June, General—Gibb, Livingston & Co.
 RICHARD PARSONS, American bark, 1,116, Geo. A. Freeman, 22nd June, New York 19th Feb., Kerone Oil—Russell & Co.
 ALWINE, German steamer, 400, A. Bendixen, 22nd June, Pakhoi 19th June, General—Wielor & Co.
 CHEUNG HOCK KIAN, British steamer, 560, John S. Grenfell, 22nd June, Singapore 15th June, General—Bun Hin.
 ISER, British steamer, 1,715, J. Marshall, 22nd June, Singapore 15th June, General—Russell & Co.
 PAKSHAN, British steamer, 837, J. J. Jenkins, 22nd June, Singapore, via Bangkok 15th June, Rice—Hop Hing Hong.
 YIKSANG, British steamer, 887, Bradley, 22nd June, Shanghai, via Coast Ports, 17th June, General—Jardine, Matheson & Co.
 VELOX, German steamer, 578, H. Johannsen, 22nd June, Penang 15th June, General—McLachlan & Co.
 PEKING, German steamer, 954, F. Schulz, 22nd June, Bangkok 17th June, Rice—Siemens & Co.
 ANCHON, British steamer, 1,888, W. D. Mudie, 23rd June, Yokohama 14th June, Mails and General—P. & O. S. N. Co.
 NAMCHOW, British steamer, 1,100, C. A. Colonna, 23rd June, Singapore 17th June, General—Ban Moh.

PHRA CHOM KLAO, British steamer, 1,011, F. Fowler, 23rd June, Bangkok 17th June, Yuen Fat Hong.

CLEARANCES AT THE HARBOUR OFFICE.

Cheung Hock Kian, British str. for Amoy.
 Hector, German steamer, for Shanghai.
 Talia, German steamer, for Yokohama.
 Electric, German steamer, for Yokohama.
 Memnon, British steamer, for Sandakan.
 Maria, German steamer, for Haiphong.

DEPARTURES.

June 21, Zafiro, British steamer, for Amoy, &c.
 June 21, Kungpai, Chinese str. for Whampoa.
 June 21, Kailong, British str. for Whampoa.
 June 22, Yikang, British str. for Whampoa.
 June 22, Freij, Danish steamer, for Holbow.
 June 22, Gullra, British steamer, for Fochow.
 June 22, Haiphong, French steamer, for Haiphong.
 June 22, Rome, British steamer, for Shanghai.
 June 22, Atsago, Japanese str. for Nagasaki.
 June 22, Yangking, Chinese str. for Shanghai.
 June 22, Thales, British steamer, for Swatow, &c.
 June 22, Bellerophon, British steamer, for Yokohama, &c.
 June 23, Crown of Arragon, British steamer, for Cheloo.
 June 23, Dorset, German steamer, for Kobe and Nagasaki.
 June 23, Cheung Hock Kian, British steamer, for Amoy.
 June 23, Salvador, Spanish str. for Manila.
 June 23, Amoy, German str. for Shanghai.

PASSENGERS—ARRIVED.

Per Pakshan, str. from Singapore, &c.—6 Chinese.
 Per Iser, str. from Singapore—30 Chinese.
 Per Peking, str. from Bangkok—96 Chinese.
 Per Cheung Hock Kian, str. from Singapore—105 Chinese.
 Per Amoy, str. from Pakhoi, &c.—Mr. F. Poulton, and 54 Chinese.
 Per Affghan, str. from Kobe, &c.—Mr. Holmes.
 Per Namchow, str. from Singapore for Hongkong—200 Chinese. For Amoy—40 Chinese.
 Per Phra Chom Kiao, str. from Bangkok—23 Chinese.
 Per Ancho, str. from Yokohama—Mr. and Mrs. Ede, Messrs. Kotaro Mochizuki, N. Font, Travers, J. Romero, Perry and friend, J. C. Wilkinson, L. L. Forbes, Daldoy, Dr. Burrows, and 19 Chinese (deck).
 DEPARTED.
 Per Cheung Hock Kian, str. for Amoy—180 Chinese.
 Per Amoy, str. for Shanghai—20 Chinese.
 Per Electric, str. for Singapore—12 Chinese.
 TO DEPART.
 Per Hector, str. for Shanghai—2 Europeans.
 Per Talia, str. for Amoy—50 Chinese.
 Per Memnon, str. for Sandakan—2 Europeans and 200 Chinese.
 Per Maria, str. for Haiphong—1 European and 20 Chinese.

REPORTS.

The British steamship Iser reports that she left Singapore on the 15th instant. Had light airs from south-west and fine weather.
 The German steamship Velox reports that she left Penang on the 13th instant. Had light southerly winds and fine weather.
 The British steamship Namchow reports that she left Singapore on the 17th instant. Had light wind and fine weather. From Cape Varella had moderate southerly wind.
 The American bark Richard Parsons reports that she left New York on the 19th February. Thirty-five days from Java Head had light airs and calms with much rain in the China Sea.
 The British steamship Pakshan reports that she left Singapore, via Bangkok on the 15th instant. Had fine weather with south-east winds to Cape Varella, from there to Hongkong had fresh southerly winds.
 The British steamship Phra Chom Kiao reports that she left Bangkok on the 17th instant. Had light winds and fine weather to the Paracels; thence to port had fresh following wind and fine weather with moderate sea.

Post Office.

A MAIL WILL CLOSE

For Singapore.—Per Electric to-morrow, the 24th instant, at 9.30 A.M.
 For Swatow, Singapore, and Bangkok.—Per Tachiew to-morrow, the 24th instant, at 9.30 A.M.
 For Swatow, Amoy, and Fochow.—Per Hatan to-morrow, the 24th instant, at 10.30 A.M.
 For Kobe.—Per Deuteros to-morrow, the 24th instant, at 11.30 A.M.
 For Sandakan and Kudat.—Per Memnon to-morrow, the 24th instant, at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 355, Hygon, 17th June, Quinhon 14th June, General—Arnhold, Karberg & Co.
 ARDAG, British steamer, 1,080, R. Cass, 21st June, Kutchinotzu 15th June, Coals—A. G. Morris.
 BATAVIA, British steamer, 4,553, Williamson, 17th June, Vancouver, 17th May, and Yokohama 4th June, General—Adamson, Bell & Co.
 BENLID, British steamer, 1,453, J. H. Clark, 21st June, London, via Singapore 15th June, General—Gibb, Livingston & Co.
 CATERTHUN, British steamer, 1,466, W. B. Darke, 18th June, Sydney 23rd May, Keppel Bay 26th, Townsville 28th, Cooktown 29th, Thursday Island 2nd June, and Port Darwin 8th, Coals—Russell & Co.
 CHIKFOO, British steamer, 687, John Hutchings, 21st June, Swatow 20th June, Ballast—Butterfield & Swire.
 CHINA, American str., 5,200, W. B. Seabury, 14th June, San Francisco 21st May, and Yokohama 8th June, Mails and General—P. M. S. Co.
 CHINGTU, British steamer, 1,450, A. Hunt, 20th June, Sydney 27th May, and Port Darwin 12th June, General and Coals—Butterfield & Swire.
 CLARA, German steamer, 674, Christensen, 15th June, Haiphong 12th June, General—Siemens & Co.
 DEUTEROS, German steamer, 1,100, W. A. Dinne, 17th June, Saigon 14th June, Rice and General—Ed. Schellhass & Co.
 DON JUAN, Spanish steamer, 656, R. Beltran, 3rd May, Manila 30th April, General—Brandis & Co.
 ELICTRA, German steamer, 1,160, P. Moller, 21st June, Japan 14th June, General—Siemens & Co.
 FAME, British steamer, 117, W. W. Allan, Hongkong Government tender.
 FELDERIDG, British steamer, 1,330, John Ruthen, 8th May, Saigon 30th April, Rice—Russell & Co.

HONGKONG—STEAMERS.

Continued.

GWALIOR, British steamer, 1,602, Francis Cole, 15th June, Bombay 30th May, and Singapore 9th June, General—P. & O. S. N. Co.
 HATTAN, British steamer, 1,185, S. Ashing, 21st June, Fochow 17th June, Amoy 18th, and Swatow 20th, General—D. Laprak & Co.
 HECTOR, British steamer, 1,880, Thompson, 21st June, Liverpool, via Singapore 15th June, General—Butterfield & Swire.
 KWANGLEE, Chinese str., 1,508, Low, 21st June, Whampoa 21st June, General—C. M. S. N. Co.
 LIENSHING, British steamer, 1,048, Maddilove, 21st June, London 7th May, and Singapore 15th June, General—Jardine, Matheson & Co.
 MARIE, German steamer, 704, C. A. Hundewadt, 21st June, Haiphong 19th June, General—A. R. Marty.
 MEMNON, British steamer, 810, A. Dorff, 20th June, Sandakan 14th June, Timber—Butterfield & Swire.
 MORAY, British steamer, 1,411, Wm. S. Duncan, 18th June, Saigon 14th June, Rice and General—Adamson, Bell & Co.
 PILOT FISH, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.
 SHANGHAI, British steamer, 2,044, F. N. Tillard, 21st June, London 3rd May, and Singapore 15th June, General—P. & O. S. N. Co.
 STRAITS OF BELLA-ISLE, British steamer, 1,866, Ballast—Adamson, Bell & Co.
 TAILER, German steamer, 828, J. Schulz, 10th June, Saigon 15th June, Rice—A. G. Morris.
 TAICHIOW, British steamer, 862, R. Unsworth, 19th June, Bangkok 11th June, Rice and General—Yuen Fat Hong.
 TAIKANG, British steamer, 1,515, W. H. Jackson, 17th June, Swatow 16th June, General—Jardine, Matheson & Co.
 TARTAR, British steamer, 1,567, D. S. Bailey, 17th June, Manila 14th June, Ballast—Gibb, Livingston & Co.
 TONGSUNG, British steamer, 1,111, J. Young, 17th June, Singapore 3rd June, and Bangkok 11th, Rice—King Tye Lung.

SAILING VESSELS.

DANIEL T. JENNEY, American ship, 1,620, Rodick, 24th March, New York 4th Nov., Petroleum—Order.
 ELISE, German ship, 1,348, F. Rowell, 27th May, New York 5th January, Petroleum—Captain.
 ELISABETH, German bark, 447, H. Ahrens, 4th June, Silam (Darvel Bay) 13th May, Hardwood—Reuter, Brockelmann & Co.
 JOHN D. BRAWER, American bark, 900, W. Yacobs, 8th June, Honolulu 6th May, Petroleum—Russell & Co.
 LANDSEER, American ship, 1,400, A. H. Laffin, 27th May, New York 21st Dec., Kerone Oil—Russell & Co.
 PAPA, German bark, 748, C. L. Henne, 4th June, Hamburg 25th Jan., General—Siemens & Co.
 PARAMITA, American ship, 1,498, C. D. Prescott, 28th May, New York 7th Dec., Petroleum—Adamson, Bell & Co.
 SOPHIE, Norwegian bark, 371, J. L. Winkler, 31st May, Menado 2nd May, Ebony—Siemens & Co.
 TARIACA, British bark, 406, H. Kennett, 19th May, Sandakan 20th April, Timber—Gibb, Livingston & Co.
 VELOCITY, British bark, 405, R. Martin, 18th June, Honolulu 3rd May, General—Chinese.
 WM. LE LACHEUR, British bark, 575, E. Warner, 19th June, Lagunamon 9th June, Wood—Wielor & Co.
 Z. RING, British ship, 1,371, McLeod, 27th May, New York 20th Nov., Petroleum—Russell & Co.

Intimations.

Dr. Knorr's

ANTIPYRINE.

(Dose for Adults 15 to 25 grains troy)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations! Hongkong 10th May, 1890. [244]

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS, GENERAL AND GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON AND TIMBER MERCHANTS.

WORKS:

BOWRINGTON, EAST POINT.

OFFICE:

9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED, Hongkong, 1st May, 1890. [54]

SCOTT'S EMULSION

OF PURE COD LIVER OIL With Hypophosphites of Lime & Soda.

PALATABLE AS MILK.

THE preparation of SCOTT'S EMULSION OF PURE COD LIVER OIL has been made ready and tolerable for a long time. AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANEMIA, GENERAL DEBILITY, COUGHS, AND THROAT AFFECTIONS, AND ALL AFFECTIONS OF THE LUNGS, IT IS THE MOST EFFECTIVE AND MOST PALATABLE OF ALL REMEDIES. It is sold by all chemists. Agents for China and Hongkong: Messrs. A. S. WATSON & CO. (LIMITED), Hongkong, 20th December, 1889.

Intimations.

TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequalled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co., 16 Bund, Yokohama, next door to Fata's Photograph Studio.

CAPTAIN GEORGE TAYLOR.

INLAND SEA AND JAPAN COAST PILOT.

Telegraphic Address: POWERS, Nagasaki.

Hongkong, 8th April, 1890. [571]

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

SUMMER TIME TABLE.

To take effect from 1st May.

THE CARS RUN between St. John's Place and Victoria Falls follows—

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.
 12 to 1 P.M. every quarter of an hour.
 1 to 2 P.M. every half hour.
 4 to 8 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.
 12 (Noon) to 2 P.M. every quarter of an hour.
 4 to 8 P.M. every quarter of an hour.
 9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.
 Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACLEWEN, FRICKEL & Co., General Managers.
 Hongkong, 30th April, 1890. [689]

S I E N T I N G.

SURGEON DENTIST,

No. 10, DAGUILLAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 7th March, 1890. [487]

NOTICE.

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS

AND CONTRACTORS.

YAU-MAT-ING ENGINEERING WORKS, Kowloon.

Hongkong, 6th June, 1890. [26]

GRIFFITH'S

NEW PHOTOGRAPHIC STUDIO,

No. 2, Duddell Street,

(Between the New Oriental Bank, and Mr. Lammer's Auction Rooms),

Entrance from Duddell Street or Ice House St.

MR. GRIFFITH'S STUDIO is open daily from 8 A.M. to 5 P.M. for producing First-class PHOTOGRAPHIC PORTRAITURE in all the Newest styles. Views of Hongkong and the Coast Ports, with choice illustrations of Chinese life and character, always ready.

Portraits enlarged to life size and painted in Oils or Water Colours by First-class Artists. Miniatures on Ivory, and all kinds of reproductions.

Hongkong, 2nd April, 1890. [524]

W. S. MARTEN,

ARTISTIC DECORATOR,

AND HOUSE AND ESTATE AGENT,

2, DUDELL STREET, HONGKONG.

Hongkong, 6th April, 1890. [574]

IMPORTANT NOTICE.

W. S. MARTEN, of 2, Duddell Street, has been instructed to sell privately (NOT BY AUCTION), any portion, or the whole, of the FURNITURE and EFFECTS of a Dining Room, Drawing Room, and three Bed Rooms. The Furniture is mostly of European make and by the HALL & HOLZE Co. There is also a good Piano, and a very fine lot of Ferns with Ferneries, etc.

Cards to view may be obtained on application at Mr. MARTEN'S Office.
 Hongkong, 6th June, 1890. [863]

NO. 78, CAINE ROAD, containing Dining Room, Drawing Room, Three Bed-rooms and Bath Room.

Excellent Quarters for servants.

For further particulars, apply to W. S. MARTEN, 2, Duddell Street.

Hongkong, 11th June, 1890. [888]

NOTICE.

JAYE'S SANITARY COMPOUNDS

COMPANY, LIMITED.

JAYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir Robert Rawlinson, C.B., C.E., Chief Sanitary Engineer, Local Government Board London says: "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 10th June, 1890.

Geo. Fenwick & Co., LIMITED.

VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS

FOUNDERS, GOVERNMENT & GENERAL

CONTRACTORS, &c.

Established 1880.

Hongkong, 20th January, 1890. [105]

Insurances.

EXAMPLES OF THE COST OF ASSURANCE TO A MAN AGED 30 NEXT BIRTHDAY.

£1,000 STG. payable at death, would cost per quarter at the rate of:—

£6 18 0 (a) If premiums are payable for whole of life;
 or £9 11 6 (b) If premiums are limited to 20 years;
 or £11 4 6 (c) If premiums are limited to 15 years;
 or £13 0 0 (d) If the Sum Assured is payable at age 50, or at death if previous.

* Secured payments. The same provisions if commenced at age 40, n. b. would cost respectively (a) £8 15 0, (b) £11 5 0, (c) £13 2 4, (d) £17 0 8 per quarter.

ADAMSON, BELL & Co., Agents.

STANDARD LIFE OFFICE

ATLAS ASSURANCE COMPANY OF LONDON.

THE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

EDUARD SCHELLHASS & Co., Agents.

Hongkong, 12th April, 1890. [599]

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.

Hongkong, 1st July, 1889. [56]

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.

Hongkong, 1st July, 1889. [57]

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, NO. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1889. [717]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000 } \$833,333-33

EQUAL TO } \$318,000-00

RESERVE FUND }

BOARD OF DIRECTORS.

LEE SING, Esq. LO YUEN MOON, Esq.

LOU TAO SEUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., take at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST, Hong